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## GEOGRAPHICAL PUBLICATIONS

(Reviews and Titles of Books, Papers, and Maps)

*For key to classification see "Explanatory Note" in Vol. II, pp. 77-81*

### NORTH AMERICA

#### UNITED STATES

##### *General*

HUEBNER, G. G. **Agricultural commerce: The organization of American commerce in agricultural commodities.** xv and 406 pp.; maps, diagrs., bibliogr., index. D. Appleton & Co., New York and London, 1916. \$2.25. 8 x 5½.

This is a volume summarizing the existing methods of marketing the chief agricultural products of the United States, with especial emphasis on the methods adopted for grain, cotton, live stock, wool, tobacco, and fruit. The methods of speculative exchanges, the organization of the crop reports, the financing of crops, and the methods of establishing prices are also fully presented.

Certain topics at the moment of much public interest, as for instance the methods of handling the potato crop and dairy products, are not included. In so compact and inclusive a volume adequate space cannot be given for a full presentation of such topics as rural credits and farm loan systems.

The student of economic methods will find in this volume a wealth of reliable information brought together in a usable form. The inquiring farmer who desires to know more as to the why of the "35 cent dollar," which is so universal a query, will secure enlightenment through a reading of the pertinent chapters in this volume. The general reader unaware of how efficiently and practically the greater farm products are handled will gain from this volume a renewed confidence in established grades, in official inspection of agricultural products, and in the methods of making farm products readily available for the consumer at home or abroad.

RICHARD ELWOOD DODGE

MOULTON, H. G. **Waterways versus railways.** xviii and 468 pp.; maps, diagrs., bibliogr., index. (Hart, Schaffner & Marx Prize Essays, XIII.) Houghton Mifflin Co., Boston and New York, 1912. \$2.00. 8½ x 5½.

Although published six years ago, this remarkably clear and comprehensive analysis of the waterway problem well deserves being freshly called to the attention of students of transportation and commercial geography. The usual supposition in regard to waterway transportation is that it is much cheaper than railway transportation, especially for bulky freight. A painstaking study of the traffic on inland waterways and the actual costs of freight transportation, made not only in this country but in Europe, brought the rather startling conclusion that the development of inland waterways, whether by canals or rivers, except under a few most exceptional circumstances has little economic justification when all factors are taken into consideration. "While canals satisfactorily served the needs of an earlier period, their day, like that of the sickle, the hand-loom, and the spinning-jenny, is now forever past," "To make canals an integral part of a national transportation system, whether for the carriage of high-class or low-grade freight, it matters not, is to attempt to turn backward the clock of time" (p. 456).

The marshaling in this large volume of the abundant evidence that supports these conclusions is, on the whole, most convincing. The author has brought together an enormous amount of information concerning the waterways of Europe and America, their physical conditions, costs, traffic, etc. The first five chapters deal with the revival of interest in waterways in the United States, the geographic and economic factors underlying waterways development, and the reasons for the rise and decline of water transportation in this country. There follow nine chapters descriptive of the canals and river transportation systems of Europe. Of particular interest is the account of German waterways, which are so often used as examples of the advantages of waterway development. Except on the well-favored Rhine, waterway traffic in Germany, the author shows, has been developed through the aid of a governmental policy that compels enormous taxation. In Germany, as in Great Britain, France, and the United States, canals and even canalized rivers have cost enormously more per mile than railroads and their full equipment. Cost of transporting freight by water is substantially greater than by rail.

If in densely populated European countries waterway transportation has proved

uneconomical when compared with the railroads, what justification can there be for it in the United States? This the author answers in the last five chapters of the book. That most of our projects cannot be justified on the ground of transportation advantages alone seems well established. It might be that development of river transportation in connection with other conservation purposes, such as developing of water power or flood control, would be justified. This, however, would require a separate investigation which the author does not attempt. The book deserves a most careful reading by all who are interested in the problem of transportation in this country. G. B. ROORBACH

ALEXANDER, W. H. **Thunderstorms.** Maps, diagrs., bibliogr. *Proc. 2nd Pan Amer. Sci. Congr., Dec. 27, 1915, to Jan. 8, 1916*, Vol. 2, Section 2: Astronomy, Meteorology, and Seismology, pp. 55-75 (discussion, pp. 74-75). Washington, D. C., 1917. [Relating especially to the United States.]

BEALS, E. A. **Forecasts of weather favorable to an increase of forest fires.** Maps, bibliogr. *Proc. 2nd Pan Amer. Sci. Congr., Dec. 27, 1915, to Jan. 8, 1916*, Vol. 2, Section 2: Astronomy, Meteorology, and Seismology, pp. 257-270 (discussion, pp. 269-270). Washington, D. C., 1917. [United States.]

BLAIR, W. R. **Some results of aerological observations.** Diagrs. *Proc. 2nd Pan Amer. Sci. Congr., Dec. 27, 1915, to Jan. 8, 1916*, Vol. 2, Section 2: Astronomy, Meteorology, and Seismology, pp. 632-641. Washington, D. C., 1917. [United States.]

COX, H. J. **Influence of the Great Lakes upon movement of high and low pressure areas.** Maps. *Proc. 2nd Pan Amer. Sci. Congr., Dec. 27, 1915, to Jan. 8, 1916*, Vol. 2, Section 2: Astronomy, Meteorology, and Seismology, pp. 432-459 (discussion, pp. 472-473). Washington, D. C., 1917.

FOLKMAR, DANIEL. **The United States census of immigrant stocks.** *Proc. 19th Internatl. Congr. of Americanists Held at Washington, Dec. 27-31, 1915*, pp. 576-581. [Smithsonian Institution], Washington, D. C., 1917.

FOLKMAR, DANIEL. **The United States census of immigrant stocks.** *Proc. 2nd Pan Amer. Sci. Congr., Dec. 27, 1915, to Jan. 8, 1916*, Vol. 1, Section 1: Anthropology, pp. 15-22 (discussion, pp. 20-22). Washington, D. C., 1917.

FRANKENFIELD, H. C. **Fog forecasting in the United States.** Maps, diagrs. *Proc. 2nd Pan Amer. Sci. Congr., Dec. 27, 1915, to Jan. 8, 1916*, Vol. 2, Section 2: Astronomy, Meteorology, and Seismology, pp. 659-670. Washington, D. C., 1917.

FRANKENFIELD, H. C. **Sleet and ice storms in the United States.** Maps. *Proc. 2nd Pan Amer. Sci. Congr., Dec. 27, 1915, to Jan. 8, 1916*, Vol. 2, Section 2: Astronomy, Meteorology, and Seismology, pp. 249-257 (discussion, pp. 252-257). Washington, D. C., 1917.

HENRY, A. J. **The river service of the Weather Bureau.** *Proc. 2nd Pan Amer. Sci. Congr., Dec. 27, 1915, to Jan. 8, 1916*, Vol. 2, Section 2: Astronomy, Meteorology, and Seismology, pp. 671-675. Washington, D. C., 1917.

HODGE, F. W. **What the United States Government has done for the science of anthropology.** *Proc. 2nd Pan Amer. Sci. Congr., Dec. 27, 1915, to Jan. 8, 1916*, Vol. 1, Section 1: Anthropology, pp. 168-174. Washington, D. C., 1917.

HOPKINS, A. A., edit. **Our country and its resources.** 598 pp.; maps, diagrs., ill., index. (Scientific American Ser.) Munn & Co., Inc., New York, 1917. 8 x 5½. [A guide book of semi-official character.]

HRDLÍČKA, ALEŠ. **Anthropology of the Chippewa.** Ills. Extract from the "Holmes Anniversary Volume," pp. 198-227. [Smithsonian Institution], Washington, D. C., 1916. [Introductory paragraphs on Indian population of the United States, now numbering (June 30, 1915) 333,000, of which 174,000 are given as full bloods. Author thinks the correct number is less than 100,000. Assimilation of Indians by whites is proceeding at a steadily increasing rate. Main part of paper relates to the technical anthropology of the Chippewas.]

HRDLÍČKA, ALEŠ. **The old white Americans.** *Proc. 19th Internatl. Congr. of Americanists Held at Washington, Dec. 27-31, 1915*, pp. 582-601. [Smithsonian Institution], Washington, D. C., 1917.

#### MEXICO AND CENTRAL AMERICA

— **Nicaragua: General descriptive data.** 31 pp.; ill. Pan American Union, Washington, D. C., 1915.

ORDÓÑEZ, E. **Las principales unidades geográficas mexicanas y la distribución de los criaderos minerales.** *Bol. Minero*, Vol. 1, 1916, No. 3, pp. 65-66. [See the note on the introductory article listed in the *Review*, Vol. 1, 1916, pp. 313-314.]

— **Panama: General descriptive data.** 31 pp.; ills. Pan American Union, Washington, D. C., 1916.

— **Panama Canal, Annual report of the Governor of the, for the fiscal year ended June 30, 1916.** xxiii and 637 pp.; maps, diagrs., ills. Washington, D. C., 1916. [Contains the full text of the preliminary report upon the possibility of controlling the land slides adjacent to the canal, of which a summary note appeared in the *Review*, Vol. 1, 1916, p. 373.]

PECCORINI, ATILIO. **Estudios sismológicos: Mis exploraciones en el Volcán de Izalco.** ills. *Diario Latino*, 1915, Dec. 7, parts of pp. 1 and 6. San Salvador.

PORRAS, BELISARIO. **Excursión á la costa de San Blas en Panamá.** ills. *Bol. Real Soc. Geogr.*, Vol. 58, 1916, No. 4, pp. 401-412. Madrid.

RAMÍREZ F. FONTECHA, A. A. **Noticia geográfica y estadística de la República de Honduras, Centro América.** *Proc. 2nd Pan Amer. Sci. Congr., Dec. 27, 1915, to Jan. 8, 1916*, Vol. 11, Section 9: Transportation, Commerce, Finance, and Taxation, pp. 555-616. Washington, D. C., 1917.

— **República Mexicana, La: Reseña geográfica y estadística.** (1) Coahuila. 49 pp.; map, ills. (2) Chihuahua. 26 pp.; map, ills. (3) Chiapas. By Enrique Santibáñez. 29 pp.; map, ills. (4) Baja California. By León Diguett. 40 pp.; maps, ills., bibliogr. C. Bouret, Paris and Mexico, 1900-12. Each 13 x 10. [A praiseworthy compilation of general geographic interest. The maps are moderately well done and the photographs are exceptionally good. The brochure on the peninsula of Lower California is the best of the four and is illustrated by photographs that quite surpass any other collection yet published on this region. They tell a story in themselves. The hachure sketches of Magdalena Bay and other natural harbors are among the best to be had. Carried out for the whole of Mexico the plan would yield a series of state monographs that would give a better geographic picture of Mexico than any other publication.]

— **Salvador: General descriptive data.** 31 pp.; ills. Pan American Union, Washington, D. C., 1916.

SANDBERG, H. O. **Central America—cattle countries.** ills. *Bull. Pan Amer. Union*, Vol. 44, 1917, No. 4, pp. 449-464.

THAYER, W. N. **The physiography of Mexico.** Map, diagrs. *Journ. of Geol.*, Vol. 24, 1916, No. 1, pp. 61-94.

— **Tres Marías, Informe sobre las riquezas naturales de las islas.** *Bol. Oficial de la Secretaría de Fomento*, Vol. 2, 1917, No. 1, pp. 101-105. Mexico. [This island group is off the coast of Tepic, Mexico.]

WATERMAN, T. T. **Bandelier's contribution to the study of ancient Mexican social organization.** Bibliogr. *Univ. of California Publs. in Amer. Archaeol. and Ethnol.*, Vol. 12, 1917, No. 7, pp. 249-282.

WICKER, C. F. **The Pearl Islands of the Pacific.** Map, ills. *Pan-Amer. Mag.*, Vol. 24, 1917, No. 5, pp. 224-234. [In the Gulf of Panama.]

ZARATE, J. C. **Las salinas de México y la industria de la sal común.** 71 pp.; map, diagr., bibliogr. *Anal. del Inst. Geol. de México No. 2.* Secretaria de Industria y Comercio, Mexico, 1917. [With a map showing the distribution of salinas.]

ZINN, A. S. **Construction of a narrow gauge railway in the Republic of Panama.** Map, diagr., ills. *Journ. Western Soc. of Engineers*, Vol. 21, 1916, No. 9, pp. 766-783 (discussion pp. 778-783). [This railway, the Chiriqui, was completed July, 1916.]

#### WEST INDIES

ROOSEVELT, THEODORE. **Where the steady trade-winds blow.** Map, ills. *Scribner's Mag.*, Vol. 61, 1917, No. 2, pp. 169-188.

An intimate description of scenes and people in the Lesser Antilles, including Georgetown in British Guiana. The sympathy and enthusiasm of the descriptive passages remind the reader of Lafcadio Hearn's colorful sketches in "Two Years in the French West Indies," one of the brightest books on the West Indies ever written. Colonel Roosevelt's word pictures of towns and landscapes are good geography as well as good literature. Of special interest are his references to the Elizabethan sea dogs who fought their way to enduring glory by sacking towns and harassing the treasure galleons of the Spanish Main; his reference to the strange problem exhibited by the honest and hard-working people of the island of Saba, who are descendants of buccaneers; and his significant outline of the racial and political problems of the West Indies that confront the statesmen of our time. The crime of slavery is fundamentally responsible for the

greatest problem of all. For example: "For over a half-century in the West Indies the negro has done far better in the islands where the government has been, at least at the top, under predominantly white control than he has done in Hayti, whence the whites were expelled with fire and sword a century and a quarter ago. The whites of Hayti came to complete and utter destruction because their forefathers had introduced slavery, so that for generations they ate their bread at ease in the sweat of other men's brows; and then the blacks of Hayti avenged this crime by a crime of their own as monstrous and as short-sighted, and by so doing condemned their own descendants to lag behind or go backward, while their fellows in neighboring regions struggled painfully upward and onward." Grenada is reputed to be in healthy contrast. It "has traveled farthest along the road on which most of the West Indian islands are traveling. Her resident white population, non-official, has almost vanished. It is an island predominantly of black or colored peasant proprietors. They are doing well, thanks to the orderly justice maintained by the representatives of the British Government; they are loyal to the British flag, and in this war have sent nearly five hundred men to join the British army. It is well to face facts. As yet most of the independent states fronting the Gulf of Mexico and the Caribbean Sea have failed to make even a beginning in the path of progress trodden by such South American commonwealths as Brazil, Uruguay, Argentina, and Chile. In the lands under English, French, and American (United States) control the conditions of present life and the prospects for the future are immeasurably better for the people as a whole, and especially for the poorer people, than in most—not all—of the neighboring so-called 'independent' states."

— **Cane sugar industry in America, The commencement of the, 1519-1538 (1563), Documents** [on]. Contributed by I. A. Wright. *Amer. Hist. Rev.*, Vol. 21, 1916, No. 4, pp. 755-780. [Reproduction of nineteen documents found by Miss Wright in the Archivo General de Indias in Seville, with introduction and annotations. The locality dealt with is Santo Domingo.]

— **Cuba: General descriptive data.** 31 pp.; ills. Pan American Union, Washington, D. C., 1916.

— **Dominican Republic: General descriptive data.** 31 pp.; diagrs., ills. Pan American Union, Washington, D. C., 1917.

FASSIG, O. L. **Tropical rains—their duration, frequency, and intensity.** Maps, diagrs. *Proc. 2nd Pan Amer. Sci. Congr., Dec. 27, 1915, to Jan. 8, 1916*, Vol. 2, Section 2: Astronomy, Meteorology, and Seismology, pp. 460-472. Washington, D. C., 1917. [A comparison of observations in a representative area in the tropics (Porto Rico) and one in the middle latitudes (Maryland).]

FLEAGLE, F. K. **Social problems in Porto Rico.** vii and 139 pp. D. C. Heath & Co., Boston, New York, Chicago, 1917. \$1.00. 7½ x 5.

GRIFFIN, WATSON. **Canada and the British West Indies: Report on the possibilities of trade under the preferential tariff agreement.** 173 pp.; maps, ills. Suppl. to *Weekly Bull., Dept. of Trade and Commerce*, Ottawa, 1915. [Chapter 8 abstracted in the *Geogr. Review*, Vol. 4, 1917, p. 146.]

GUTIÉRREZ-LANZA, MARIANO. **El clima de Cuba.** Diagrs. *Proc. 2nd Pan Amer. Sci. Congr., Dec. 27, 1915, to Jan. 8, 1916*, Vol. 2, Section 2: Astronomy, Meteorology, and Seismology, pp. 132-172 (discussion, 171-172). Washington, D. C., 1917.

— **Haiti: General descriptive data.** 31 pp.; ills. Pan American Union, Washington, D. C., 1916.

HALL, MAXWELL. **Notes of hurricanes, earthquakes, and other physical occurrences in Jamaica up to the commencement of the Weather Service, 1880, with brief notes in continuation to the end of 1915.** 8 pp. [*Weather Rept.*] No. 455. Kingston, 1916.

HALL, MAXWELL. **The Jamaica hurricane of October 3, 1780.** Maps. *Quart. Journ. Royal Meteorol. Soc.*, No. 182, Vol. 43, 1917, pp. 221-225.

HENDERSON, J. B. **The cruise of the Tomas Barrera: The narrative of a scientific expedition to western Cuba and the Colorados reefs, with observations on the geology, fauna, and flora of the region.** ix and 320 pp.; maps, diagrs., ills., index. G. P. Putnam's Sons, New York and London, 1916. \$2.50. 8 x 5½.

MILLÁS Y HERNÁNDEZ, J. C. **Génesis y marcha de los huracanes antillanos.** Bibliogr. *Proc. 2nd Pan Amer. Sci. Congr., Dec. 27, 1915, to Jan. 8, 1916*, Vol. 2, Section 2: Astronomy, Meteorology, and Seismology, pp. 42-55. Washington, D. C., 1917.

MÖRZER BRUYNS, A. G. **De vooruitgang van Porto Rico onder Amerikaansch beheer, een toekomstbeeld voor onze Bovenwindsche eilanden.** Ils. *Tijdschr. voor Econ. Geogr.*, Vol. 7, 1916, No. 4, pp. 160-166.

MURPHY, L. S. **Forests of Porto Rico, past, present, and future, and their physical and economic environment.** 99 pp.; maps, diagrs., ills., bibliogr. *U. S. Dept. of Agric. Bull. No. 354.* Washington, D. C., 1916. [Abstracted in the *Geogr. Review*, Vol. 3, 1917, pp. 68-69.]

TODD, W. E. C. **The birds of the Isle of Pines.** Map, ills., bibliogr. Reprinted from *Annals Carnegie Museum*, Vol. 10, 1916, Nos. 1-2, pp. 146-296. [The introduction to the report includes a geographical sketch of the area. The Isle of Pines, 800 square miles in extent, is divided into northern and southern parts by the Cienaga de Lanier, a great fresh-water morass resembling the Florida Everglades in its general character. The northern portion, a level gravelly plain broken by a number of isolated heights, has been in part cleared and given over to the cultivation of citrus fruits and pineapples. The inaccessible southern portion is practically uninhabited and is still very imperfectly known. The report is accompanied by a map.]

TREUDLEY, MARY. **The United States and Santo Domingo, 1789-1866.** Bibliogr. *Journ. of Race Devel.*, Vol. 7, 1916, No. 1, pp. 83-145; No. 2, pp. 220-274. [With an introductory chapter on trade relations between the two countries during the eighteenth century.]

VAUGHAN, T. W. **Study of the stratigraphic geology and of the fossil corals and associated organisms in several of the smaller West Indian islands.** Extracted from *Year Book Carnegie Inst. No. 14 for 1915*, pp. 368-373. Washington, D. C.

VAUGHAN, T. W. **The results of investigations of the ecology of the Floridian and Bahaman shoal-water corals.** Reprinted from *Proc. Natl. Acad. of Sci.*, Vol. 2, 1916, Feb., pp. 95-100.

## EUROPE

### AUSTRIA-HUNGARY

BATTISTI, CESARE. **Il Trentino: Cenni geografici, storici, economici, con un' appendice su l'Alto Adige.** 2nd edit. 64 pp.; maps, ills., index. Istituto Geografico De Agostini, Novara, 1917. L. 3. 10 x 6½.

No more fitting memorial than this summary of knowledge of the Trentino could bear the name of Cesare Battisti, who was made to stand before an Austrian firing squad because of his loyalty to Italy. Among Italian geographers he showed exceeding zeal for detailed studies of the Trentino, and this life work of his has made it possible to bring together in such compact form the salient facts which validate the Italian claims to the region. The maps accompanying the text deserve particular attention both on account of the valuable data they embody and as an example of thoroughness in cartographic presentation.

A comparison of the maps shows that the population of the Trentino is almost exclusively Italian. Past the administrative boundary to the north, however, the Italian element is in the minority everywhere in the Alto Adige. These differences in the population appear to have been taken into account by the Italian government prior to Italy's entry into the war. Italy's unwillingness to include a large German element in its population is evident in the boundary rectification proposed by the Italian government to the Austrian government. The line suggested by Italian statesmen falls south of the line considered the natural boundary by Italian geographers. This geographical line, as shown on Pl. III, coincides with the Danube-Adriatic divide.

The configuration of the land with its lines of access from the north and south shows how easy it was for Teutonic penetration to make headway in the region. The fact was bewailed by Italian chroniclers of the sixteenth century. Plate XVII shows that the Trentino contains within its area a number of the important routes of travel and commerce which connected inland Europe to the southern seas of the continent. Hence Italians and Austrian Teutons have been brought face to face in our day.

The economic character of the region and an intimation of the lines along which future developments are likely to take place is admirably brought out in Plates VII to XV. The high standard set by the firm of De Agostini has been maintained in these maps, and workers engaged in regional studies will profit in making a close examination of the methods used in the treatment of the varied subjects. LEON DOMINIAN

HANN, JULIUS V. **Die Ergebnisse der meteorologischen Beobachtungen auf dem Sonnewendstein (September 1907 bis August 1908, Semmeringgebiet): Ein Beitrag zur Meteorologie der Berggipfel.** 83 pp.; ill. Reprinted from *Sitzungsber. Kaiserl. Akad. der Wiss. in Wien, Mathem.-Naturw. Klasse*, Part IIa, Vol. 125, 1916, No. 1-2.

Von Hann is so thoroughly a master of every phase of meteorology and climatology

that there is hardly any subject in either of these branches of science to which he has not made important contributions. One topic to which he has long devoted attention is mountain meteorology. It was in connection with his study of the Sonnblick records, about 1890, that he discovered the facts which led him to abandon the convectional theory regarding the origin of extratropical cyclones and to propose what has since then been known as the Hann, or eddy, theory.

Von Hann's latest contribution to mountain meteorology is his study of one year's observations on the Sonnewendstein (Sept., 1907-Aug., 1908), an observatory established in 1907 in order to provide a more favorable site for astronomical work than is available in Vienna. It is worth noting, in view of what has occurred since, that Professor George E. Hale and Dr. A. Schuster were among the first to urge the importance of such a station upon the Austrian government. The Sonnewendstein has the advantage of being near Vienna, being easily accessible, and having a good exposure. The elevation of the summit is about 5,000 ft. (1,523 m.). A first-class meteorological station was in operation, temporarily, from September 1, 1907, to August 31, 1908. It appears that only 70 per cent of the intensity of solar radiation which is measured on the Sonnewendstein reaches Vienna. In other words, the turbid atmosphere over the city absorbs 30 per cent.

R. DEC. WARD

ASTORI, BRUNO. **Pola.** Ills. *Riv. Mensile del Touring Club Italiano*, Vol. 22, 1916, No. 10, pp. 551-555.

BERTOLINI, G. L. **L'orologio solare di Aquileia e la sistemazione della rosa dei venti nel medio evo.** Diagr., ill. *Boll. Reale Soc. Geogr. Italiana*, Vol. 5, 1916, No. 12, pp. 969-985. Rome.

BLINK, H. **Galicië en zijn bewoners.** *Vragen van den Dag*, Vol. 31, 1916, No. 11, pp. 817-829.

CHOLNOKY, EUGEN DE. **Klimatische Wirkung des grossen asiatischen Monsun-systems in Europa.** Diagr. *Atti X Congr. Internaz. di Geogr., Roma, 1913*, pp. 814-822. Reale Società Geografica, Rome, 1915. [Effects in Hungary.]

CUMIN, GUSTAVO. **La preistoria nella Venezia Giulia.** *Archivio per l'Antropologia e la Etnologia*, Vol. 45, 1915, No. 3-4, pp. 219-240. Florence.

— **Flotilla austrohungara del Danubio, la, en la guerra con Rumania.** Maps, diagr. *Rev. Gen. de Marina*, Vol. 81, 1917, No. 3, pp. 333-349. Madrid. [Describes the use of light-draft Austrian monitors in co-operation with land forces along the shifting channel of the central Danube. Austria has considered it necessary to keep up this flotilla in order to ensure free navigation to the Black Sea in times of peace as well as to assist her armies in case of war. Control of the river was an important factor in the success of the Teuton campaign against Rumania. "To the Dual Monarchy the Danube is an artery of life."]

FRESHFIELD, D. W. **The southern frontiers of Austria.** Map, ill., bibliogr. *Geogr. Journ.*, Vol. 46, 1915, No. 6, pp. 414-435 (discussion, pp. 433-435). Also in *Alpine Journ.*, No. 211, Vol. 30, 1916, pp. 1-24. [Noticed in the *Geogr. Review*, Vol. 4, 1917, p. 212.]

GERBA, RAIMUND. **Die Grenze von Galizien.** *Österreichische Monatsschr. für den Orient* (herausgegeben von K. K. österreichischen Handelsmuseum in Wien), Vol. 41, 1915, No. 9-12, pp. 320-323.

GRIBAUDI, PIERO. **Il porto di Trieste e la sua funzione economica.** *Boll. Reale Soc. Geogr. Italiana*, Vol. 6, 1917, No. 2-3, pp. 128-156. No. 4-5, pp. 336-355. Rome.

HECKE, WILHELM. **Die Ortsnamenschreibung in Österreich.** *Petermanns Mitt.*, Vol. 62, 1916, Sept., pp. 327-328.

HRDLÍČKA, ALEŠ. **Bohemia and the Czechs.** Ills. *Natl. Geogr. Mag.*, Vol. 31, 1917, No. 2, pp. 163-187. [A strong and interesting paper by the well-known anthropologist. While chiefly historical and political, it contains valuable geographical data on population, immigration, and national character.]

JOVANOVIC, V. **Illustrierter Führer durch Mödling und Umgebung.** xi and 81 pp.; ill., bibliogr. J. Thomas Verlag, Mödling, [1916]. Kr. 1.20. 6 x 4½.

LÓCZY DE LÓCZ, LOUIS. **La géomorphologie des environs du lac Balaton.** Maps. *Atti X Congr. Internaz. di Geogr., Roma, 1913*, pp. 550-560. Reale Società Geografica, Rome, 1915.

MUSONI, F. **Il M. Nero e la toponomastica della Venezia Giulia.** Map. *Riv. Geogr. Italiana*, Vol. 23, 1916, No. 6-7, pp. 233-253.

PAWLOWSKI, STANISLAW. **Résumé [sur la morphologie des Klippes des Piénines].** *Odbitka z czasopisma Polskiego Towarzystwa Przyrodników im. Kopernika*, Vol. 40, 1915, pp. 138-140. Lemberg.

PAWLOWSKI, STANISLAUS. *Über ein altes Talstück in der Bukowina*. Map. Reprint from *Mitt. der Geol. Gesell.*, Vol. 3, 1914, No. 4, pp. 246-255. Vienna.

PAWLOWSKI, STANISLAW. *Z geomorfologii wyspy Veglii*. Bibliogr. Reprinted from *Odbitka z czasopisma Polskiego Towarzystwa Przyrodników im. Kopernika*, Vol. 39, 1914, pp. 681-684. Lemberg. [Observations on the geomorphology of the island Veglia. "The valley of the river Fiumera near Bescanuova is occupied by a sedimentary series of Eocene age. According to the published descriptions of Stache and Waagen these rocks include sandstones with and without fossils and conglomerates. They form a part of a great synclinal fold, resting on limestones of Cretaceous age. The beds lie not flat, but are dipping from north to south. Erosion has removed the upper portion of the series. The remnants of the old level are terraces along the sides of the valley."]

SPITALER, R. *Der tägliche Gang der Windgeschwindigkeit, insbesondere der stürmischen Winde auf dem Donnersberge*. Diagr. *Meteorol. Zeitschr.*, Vol. 33, 1916, No. 8, pp. 337-351. [Bohemia.]

## ASIA

### TURKEY IN ASIA, ARABIA, CAUCASIA, IRAN

RAMSAY, W. M. *The intermixture of races in Asia Minor: Some of its causes and effects*. 64 pp. Reprinted from *Proc. British Academy*, Vol. 7. Humphrey Milford, Oxford University Press, London, [1917]. 3s. 6d. 9½ x 6.

An historical characteristic of the Ottoman population has been its utter lack of homogeneity. Professor Ramsay explains this condition as based on ancient shiftings of Asiatic peoples. Asia Minor is a bridge land, and a human residue from each passing wave has been deposited upon it. Since the decline of Ottoman power in Europe and the beginning of a persistent Turkish recession the Mohammedans of lost provinces have been induced to settle in Asia Minor. Russian Mohammedans seeking escape from Christian allegiance have added their quota to the population in modern times. Thus the influx of alien elements into the peninsula has been steadily maintained for the last seven hundred years.

Ramsay's account is enlightening because it shows what changes may take place in the population of a region through a slow infiltration of aliens maintained uninteruptedly. At the same time the persistence of a local type and its remarkable power of absorbing the foreign element is brought out. Thus the population of Asia Minor, notwithstanding the strongly marked cultural cleavage lines which it betrays, presents striking anthropological similarity.

A tendency appears in places to ignore the part played by geography, as when the destruction of the Byzantine social order is attributed to the introduction of nomadism in Asia Minor by the Turks. Here the author fails to note that the interior plateau is physically an ideal environment for the nomad. The Turk, fresh from Asiatic wanderings and having never thought of settling, naturally kept up his accustomed mode of life in Anatolia because nature invited him to it. Thus Anatolia became the cradle of the modern Turkish state. For the last two centuries it has been the main recruiting ground of Turkish armies. But its man power is now on the wane, and the danger of the transformation of the Turkish state into "a great military weapon of the same kind as it was in the beginning" may not appear as great as the author intimates. Turkey entered the war with an army exhausted by the Balkan Wars, and has since lost the bulk of its southern territory. Today the real Turkish danger lies outside of the Turkish boundary.

Perhaps the chief value of Professor Ramsay's work is to show the impossibility of unifying backward races assembled under the rule of a single state. Supervision by the better organized powers then seems to be a necessity. LEON DOMINIAN

WATSON, C. M. *Fifty years' work in the Holy Land: A record and a summary, 1865-1915*. Palestine Exploration Fund. 190 pp.; map, ill., index. The Committee of the Palestine Exploration Fund, London, 1915.

This volume is an inventory of achievement which fittingly commemorates the fiftieth anniversary of the founding of the Palestine Exploration Fund. Glancing over the field of varied studies conducted by the members of this famous institution, one can hardly abstain from attributing, at the very outset, greater weight to its surveys than to any other branch of its work. History, geology, archeology, anthropology, and religion all received important contributions; and yet none of the results in these branches of study can claim the all round usefulness of the cartographic achievements. The most extensive surveys of Palestine so far recorded in map form are due to the labor of a number of well-known workers who gave their time to the Palestine Exploration Fund.



A few years after the foundation of the society in 1865 it became evident that no reliable work could be undertaken without an accurate base map. The only section of Palestine of which trustworthy maps then existed was the coast, which had been charted by the British Admiralty. The survey of western Palestine was undertaken first. Operations lasted from 1871 to 1877. The results of this important work appeared in 1880 in the shape of a one inch to the mile map, which may be considered as one of the most important scientific productions that has come out of the Holy Land. Through this map the historical value of many Biblical passages was determined. Needless to add that the map has also served as a base for investigations of a wide range and that it has been indispensable to travelers.

The success which attended the production of this important cartographic document led the Committee of the Palestine Exploration Fund to extend operations to eastern Palestine. In spite of considerable difficulties it succeeded in bringing out another valuable map of Palestine on the scale of  $\frac{3}{8}$  of an inch to the mile. Today these maps, although somewhat antiquated as regards modern methods of reproduction, still remain reliable standards for this section of the world. Further work in southern Palestine undertaken in 1913-14 was cut short by the war.

A mass of material on the history and geography of the Holy Land has also been disseminated among students through the Fund's publication of a series entitled the "Palestine Pilgrims' Texts." The list of volumes published shows that Palestine has attracted Christian tourists since the early centuries of our era. As a contribution to the history of travel in ancient and medieval days this series takes a leading rank.

AARONSOHN, ALEXANDER. **With the Turks in Palestine.** xiv and 85 pp.; ills. Houghton Mifflin Co., Boston and New York, 1916. \$1.25. 9 x 6.

— ADALIA, *Wirtschaftsverhältnisse in. Österreichische Monatsschr. für den Orient* (herausgegeben von K. K. österreichischen Handelsmuseum in Wien), Vol. 41, 1915, No. 9-12, pp. 305-317.

BANSE, EWALD. **De bevolking van Klein-Azië.** *Vragen van den Dag*, Vol. 31, 1916, No. 12, pp. 910-923.

BLINK, H. **Arabië en de Arabieren in den loop der eeuwen tot den tegenwoordigen tijd.** *Vragen van den Dag*, Vol. 32, 1917, No. 6, pp. 467-478.

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MONTESUS DE BALLORE, F. DE. **La sismología en la Biblia.** Map. *Bol. Servicio Sismológico de Chile*, Vol. 11, pp. 27-165. Santiago, 1915.

NÉOPHYTUS, FRÈRE. **Le préhistoire en Syrie-Palestine.** Map, ills. *L'Anthropologie*, Vol. 28, 1917, No. 4-5, pp. 313-350.

OLMSTEAD, A. T. **The political development of early Babylonia.** Reprinted from *Amer. Journ. of Semitic Languages and Literatures*, Vol. 38, 1917, No. 4, pp. 283-321. [Abstracted in the *Geogr. Review*, Vol. 4, 1917, p. 489.]

PACE, BIAGIO. **Attraverso la regione di Adalia.** 22 pp.; ills. Stabilimento Tipografico Virzi, Palermo, 1915.

PRESENTI, GUSTAVO. **La situazione politico-militare nell'Arabia e gl'interessi dell'Italia.** *Riv. Coloniale*, Vol. 12, 1917, No. 3, pp. 107-116; No. 4, pp. 165-171.

RAEBURN, HAROLD. **The central Caucasus: Present conditions and probable future development.** Map, ills. *Scottish Geogr. Mag.*, Vol. 33, 1917, No. 5, pp. 193-208. [See also the note "Are the Tribes of the North-western Caucasus Mountains Tatars?" by Harold Raeburn (*Scottish Geogr. Mag.*, July, 1917). The description of certain mountain tribes as Tatar is here criticized.]

— **Turkey in Europe and Asia.** 22 pp.; map. (Oxford Pamphlets, 1914.) Oxford University Press, New York Branch. 2d. 7½ x 5.

USPENSKIJ, F. I. **Second rapport sur une expédition à Trébizonde et ses environs.** *Bull. Acad. Imp. des Sci. [de Pétrograd]*, Ser. 6, 1916, No. 17, pp. 1657-1663. [In Russian.]

WILLCOCKS, WILLIAM. **The future of Mesopotamia.** *Near East*, No. 282, Vol. 11, 1916, Sept. 29, pp. 521-522; No. 283, Oct. 6, pp. 545-546. [Abstracted in the *Geogr. Review*, Vol. 3, 1917, pp. 244-245.]

WOODS, H. C. **The Baghdad Railway and its tributaries.** Maps, ills., bibliogr. *Geogr. Journ.*, Vol. 50, 1917, No. 1, pp. 32-57 (discussion, pp. 56-57). [Abstracted in the *Geogr. Review*, Vol. 4, 1917, p. 320.]

#### CHINA

BASHFORD, J. W. **China: An interpretation.** 630 pp.; ill., bibliogr. index. The Abingdon Press, New York, Cincinnati, 1916. \$1.00. 9 x 6.

Bishop Bashford, who has traveled extensively during a twelve-year residence in China, has talked with many people and filled many notebooks in an "endeavor to interpret the Chinese to the Western world as we would like Chinese writers to interpret Americans and Europeans to the Orient." He has digested the matter in most of the available literature on the subject and arranged his treatise on social, economic, political, and intellectual China in twelve consecutive chapters which constitute perhaps the most convenient and accurate brief account of the country and its people to be found today in print. The remaining six chapters of the volume consist of discussions on the relations between China and other nations, in which the author, while carefully maintaining his attitude of benevolent neutrality, adds little of value to what has already been printed upon a highly controversial topic. It does not militate against the usefulness of his book to say that his authorities are all foreign; available data for an account of China are not to be found in works in the Chinese language, nor are natives there able to describe the physical or industrial factors in their own development without recourse to the books of foreign investigators. Bishop Bashford's brief bibliographical lists at the end of each chapter add measurably to the value of his book. Considerable use has been made of Werner's "Descriptive Sociology of the Chinese," the most expensive but perhaps the most satisfactory volume in Herbert Spencer's great series on descriptive sociology, a book seldom noticed by writers on China, but one without which no library on that country is complete.

F. W. WILLIAMS

HULLU, J. DE. **Over den Chinaschen handel der Oost-Indische Compagnie in de eerste dertig jaar van de 18e eeuw.** *Bijdragen tot de Taal-, Land- en Volkenkunde van Nederl.-Indië*, Vol. 73, 1917, No. 1, pp. 32-151. The Hague.

The rise of the Dutch East India Company is, of course, a matter of wide interest to the student of the colonization of the Far East and the history of the Dutch possessions. One of the more important side issues of this company was a trade with China. Direct commerce between the Netherlands and China being impossible owing to certain territorial treaties among such European nations as had an Oriental commerce in the seventeenth and eighteenth centuries, the Dutch East India Company was at first absolutely dependent upon Chinese vessels to carry tea and other exports from the Celestial Empire to Batavia, whence they were transhipped to company vessels and carried to Amsterdam. According to De Hullu, unwise laws and prohibitive restrictions, with accompanying heavy fines for transgressions, caused the Chinese merchants at one time to withdraw their vessels from routes leading to Dutch East India ports and as a consequence the Dutch East India Company became hard pressed to supply their warehouses in Amsterdam with the much-needed Chinese commodities. In addition to this, a rival company, the Ostend Company, financed by bankers in Vienna and Brussels, regardless of treaties and trade agreements, began to send vessels direct to China and were instrumental in cutting the Chinese profits of the Dutch East India Company to an almost fatal degree. How profitable the Chinese trade was, is explained by figures given by De Hullu, who describes at length a trading voyage of the *Coxhorn* from Amsterdam to Wampoo (Huampo), China. This vessel, with a cargo capacity of about 150 tons, arrived at a home port after an eighteen months' trip with a cargo on which the net profit amounted

to 324,471 guilders (about \$128,000). This, with a vessel unable to carry more than 150 tons of cargo, seems well-nigh incredible, especially so when one takes account of the greater purchasing power of a guilder in 1730 than in 1918. It is of interest to note the goods contained in the *Coxhorn's* cargo: 268,479 pounds of tea, 570 bolts of silk of all colors, 124,595 cups and saucers for tea, 17,040 cups and saucers for coffee, 9,457 cups and saucers for chocolate, 116 table services, etc. It was this profitable voyage which brought forth a storm of protest from the Directors of the India House in London, who claimed the Hollanders had violated the privileges of the English East India Company by direct trade with China.

One of the remedies tried by the Dutch East India Company to overcome the evil of a restricted trade with China was an attempt to make the planters in Java undertake tea culture. This attempt, however, was not successful, as the company, while agreeing to purchase all tea grown, did not agree to finance the planters in their undertaking. A careful perusal of De Hullu's paper will convince the reader that Pitt's doggerel

"In matters of commerce, the fault of the Dutch  
"Is giving too little and asking too much"

would not be misapplied to the Dutch East India Company and that the greater part of the company's misfortunes in its China trade was caused directly by the unwise restrictions and greedy policy imposed by the Council of Seventeen in Amsterdam, who frequently were totally ignorant of the conditions with which their deputies in the colonies had to contend.

The investigator of Oriental trading methods in the eighteenth century can find important data in De Hullu's paper, and the description of the means by which Chinese customhouse officials had to be propitiated is instructive and amusing. Ceremonial visits paid by the captains of incoming vessels to the *hoppo* (chief customs officer), with the invariable tea drinking and the equally invariable monetary "gift" to the *hoppo*, are described in full. Dr. De Hullu is to be congratulated on having brought out a paper which covers the subject so completely.

THEODOOR DE BOOY

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